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No. 16839, 第一萬六千八百三十九號 日大初月三年壬子 HONGKONG, MONDAY, APRIL 2nd, 1912. 一月二十日四年九百零二年香港英港。 PRICE, \$3 PER MONTH.

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12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
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Large Airy Public Rooms.
Electric Lighting, Lifts, and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.

A LA CARTE GRILL ROOM.

[28] J. H. TAGGART, Manager

H. HAYNES, Manager.

Hongkong, 4th January, 1912. [157]

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TELEGRAPHIC ADDRESS—"VICTORIA."
Under Entirely New Management.
Thoroughly Renovated.
Terms Moderate.
Excellent Cuisine.

H. HAYNES, Manager.

Hongkong, 4th January, 1912. [157]

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and airy rooms, hot, cold, and shower
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public bars and billiard rooms. CUISINE
ENTIRELY UNDER EUROPEAN
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TELEPHONE NO. 197.

TELEGRAPHIC ADDRESS—"COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [159]

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well-furnished rooms, every home comfort.
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Hongkong, 4th December, 1907. [159]

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Both Hotels electrically lighted, and under
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Every information and special attention given
to tourists.

REASONABLE RATES.

WM. FARMER,
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Hongkong, 3rd April, 1912. [159]

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WHO ARE TIRED OF THEIR OWN
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THE ROYAL GEORGE HOTEL
provides an easy way out for those who
have constant trouble with their cooks, by
placing within their reach, full and rich Menus
at the following extremely low rates—

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Full Meal... \$40.00 Dinner alone, \$20.00

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M. L. NATHAN,
Manager.

Kowloon, 3rd April, 1912. [159]

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19, QUEEN'S ROAD CENTRAL.

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Hongkong, 31st July, 1907. [156]

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[726]

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being an Historical Sketch to which
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**A. S. WATSON & CO.
LIMITED,
ALEXANDRA BUILDINGS.**

[23]

BIRTHS.

At 4, Knutsford Terrace, Kowloon, on 18th April, to Mr. and Mrs. FREDERICK J. GILL, a daughter (Maureen). [689]

On Sunday, 21st April, at Richmond House, Barker Road, Hongkong, to Mr. and Mrs. H. G. WHITE, a son. [691]

HONGKONG OFFICE: 102, DES VENUS ROAD C
LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, APRIL 22ND, 1912.

THE perplexing economic questions which surround modern industrial development must often have raised a desire in the minds of enquirers that they could live again a thousand years hence just to see what man has done with his industrial problems. It may be said that a thousand years hence mankind will still be confronting problems, and this is no doubt true, for with no questions to solve the existence of the human race will be approaching its end. But the problems of a thousand years hence will be different from those of to-day, and our interest is in present day questions. To what end is the social organisation of mankind taking him? It is even difficult to say whether there is an end, for although certain social insects seem to have reached a stationary state, our knowledge of their conditions of life is of a comparatively short period that it is difficult to say whether they also are not still undergoing development. In the case of mankind, it seems safe to say that the old *laissez faire* policy has been abandoned—whether temporarily or permanently remains to be seen—and attempts are being made to construct something to take its place. Mankind is no longer content to sit down and leave things to work themselves out. In some respects this new spirit is the result of the investigations of science, more especially biology. The labours of such scientists as DARWIN have shown us how beautifully means can be adopted to ends—how the tendency towards endless variation—a tendency for which there is as yet no explanation—and the survival of the fittest among the varieties can produce marvellous adaptations of life to life, of insect to flower, of parasite to prey. But there is another side to the picture which has struck the imagination of mankind, and that is the

terrible cost at which this result is produced. Those who speak of the struggle for existence very often confuse it with the preying of animal on animal which is one of the conditions of life. This, however, plays but a minor part. The real struggle for existence is internal. Nature produces lavishly. She flings a million seeds to the wind, content if but a hundred find a resting place where they can live. She produces myriads of delicate automata only to sweep them away again. It is only lately that man has become acquainted with the strange creatures that once shamed the world with him. Now all that survives are a few bones. Organisations that must have taken tens of thousands of years to evolve have all perished and puny man has survived. It would almost seem like an experiment in size, with the minutest insects at one end of the scale and the giant mastodon at the other. The minutest form flourished and continue to flourish, their capacity being so small that the yield of the earth is comparatively plentiful. They have even developed social organisations which present strange resemblances to the social organisation of man. But the very development of such organisations show that there too there is a struggle for existence; that the conditions which have led the bee to become a store of honey are similar to those which have led mankind to communal production, division of labour and governmental control. Man is not removed outside those influences; nor can he escape them; but it would seem as if modern development lay in the way of utilising them as to avoid the destruction and misery they inevitably entail if left uncontrolled. HUXLEY once contended that man's future progress was anti-evolutional that his development to higher things lay in opposition to the forces which had raised him up above other animals. He drew a parallel between modern civilisation and a well cultivated flower-garden. If the garden were abandoned, the weeds unchecked, and the primal powers of Nature allowed full play, the varieties developed by the gardener's art would stand no chance in the struggle for existence against the hardy growths which were constantly being passed through a strenuous ordeal until they had reached a condition which permitted survival under circumstances fatal to cultivated varieties. The answer seems to be that man is not reversing Nature's process, but hastening it, turning it, utilising it. Without the law of the survival of the fittest, the horticulturist would not be able to go on producing varieties of beautiful flowers, nor the fruit-grower enable to increase the size and the lusciousness of his fruits. There is no profounder utterance in HAKESPEARE than that he put into the mouth of Polixenes in "The Winter's Tale":—

Nature is made better by no mean
But Nature makes that mean; so over that

Art,
Which you say adds to Nature, 's a Art
That Nature makes.

Art thus forms a continuation of Nature, dependent on the same laws; swayed by the same conditions. The production of a strong, virile race does not depend upon a rejection of the law of the survival of the fittest; that law has worked in the past in the development of mankind and will continue to work in the future. Modern ideas, however, seek to prevent the production of the unfit and thus avoid the pain and suffering which their elimination involves. By improving the sanitary conditions, spreading a knowledge of hygiene, conquering disease and practising physical culture, man seeks to produce conditions whereby those coming into the world may at least escape being an infliction on themselves and their fellows. Man cannot prevent the endless variation which seems to be one of the laws of progress, but he can check the production of worthless types. Can the same principle be applied to social organization? Can the misery caused by the periodical dislocations of industrialism due to changing conditions or to failure of those concerned to keep pace with the times, not be averted by a similar utilization of natural laws? It is towards some such end that mankind is at present groping its way, and one is forced to admit that it is not altogether outside the bounds of possibility that he will succeed in reaching that end, or at least getting sufficiently near it as to prevent such stoppages of industry as have lately been witnessed in Great Britain. At the same time it has to be admitted that the path is full of difficulties, and that as yet there is but little agreement as to how they are to be surmounted. A large army of industrial workers has been created, who practically form co-operative organisations with the capitalists. The main cause of disagreement is the division of the profits. To interfere with the capitalists' right to obtain what profit they can on their capital is to take away the incentive to accumulate capital, and as the prosperity of a country largely depends upon its accumulated capital, this would be a fatal step. What is the way out? Socialism has one way, syndicalism (the latest remedy) another, individualism (another), while there are numerous private paths, to which their owners are all ready to vouch. At present therefore all measures taken are tentative and spasmodic. There is a tendency to allow matters to come to a crisis before taking action, and then to pass hasty measures without considering their indirect effects on the situation.

FIRE ON THE "MANCHURIA"

On the eve of her intended departure from San Francisco last month a fire was discovered among bales of cotton in the *Manchuria*'s No. 4 hold. The flames were noticed at 1 p.m. and were not finally extinguished until after 7 p.m. The hold had to be flooded.

On the day following the statement was published:—While the probable loss due to the fire and the flooding of the No. 4 hold has not been accurately ascertained, steamship men and fire insurance underwriters roughly estimate that the damage will amount to in the neighbourhood of \$50,000. Of that amount the loss occasioned by water will be about 90 per cent, the fire itself doing but 10 per cent. of the damage. The principal loss is to the cargo of cotton stored in lower hold. There were 1,000 bales of cotton there, all of which has to be taken out. That not touched by the flames was soaked with water. The cotton is valued at \$80,000. The salvage will amount to much less than half the value, according to the estimates. No damage was done to the hull of the ship.

Spontaneous combustion is believed to have caused the fire. The lower hold was filled with copra and sulphur when the *Manchuria* arrived at San Francisco. Fumes of that cargo remained in the lower hold, in which was afterward stored the baled cotton. The cotton was loaded during a rainstorm and was consequently wet.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURCO-ITALIAN WAR.

THE DARDANELLES CLOSED.

LONDON, April 20th.

In the House of Commons, Mr. Acland, Under Secretary for Foreign Affairs, said he fully appreciated the seriousness of closing the Dardanelles to British shipping, and he would immediately endeavour to secure information as to whether mines were adrift in the open sea.

Reuter's correspondent in Rome wires that the Italian Fleet did not intend attacking and forcing the Dardanelles, nor had they the intention of landing. They merely hoped to induce the Turkish Fleet to come out and fight, and eventually after two hours' cannonade with the forts, they sheered off having meanwhile cut several submarine cables.

Turkey notifies the release of a chain of floating mines, and consequently navigation in the Dardanelles is closed.

Reuter is informed that the Italian squadron is returning to Italy, having accomplished its object.

The death occurred on Saturday of Mr. A. J. V. Ribeiro, a very old and respected member of the Portuguese community. The late Mr. Ribeiro was over 40 years in the employ of Messrs. Jardine, Matheson and Co., and retired from active business life a few years ago. He leaves a widow and eight sons to mourn his loss.

General Sir R. S. Baden Powell inspecting members of the Boys' Brigade of Hongkong at Government House early on Friday morning, the lads, numbering about 30, having marched from the Ferry wharf to Government House headed by their band. There they went through various movements and gymnastic excises, after which they were briefly addressed by the Chief Scout, who dealt more particularly with the object of the Boy Scout movement. He gave helpful advice to the lads whose gymnastic work he praised. Breakfast was afterwards partaken of. The officers on parade were Captain the Rev. H. O. Spink, Senior Lieut. Crowther Smith and Lieutenants Wilkie and Raitton.

DARDANELLES TO BE OPENED.

LATER.

A wire from Constantinople states that it is reported that in view of the prejudice to shipping, the Government has decided to re-open the Dardanelles.

FRANCE IN MOROCCO.

LONDON, April 21st.

A Paris telegram states that it is officially announced that the French have recaptured the rebel position at Fez, after heavy fighting.

HUNGARIAN POLITICS.

LONDON, April 20th.

The Hungarian Finance Minister, Lukacs, is forming a new Cabinet.

THE STRIKE IN SIBERIA.

LONDON, April 21st.

A telegram from St. Petersburg states that volleys were fired by the troops on the 18th inst., decimating the workmen. The casualties were, 150 killed and 200 wounded. It is alleged that wounded men were shot while crawling to shelter. The matter, which will be brought up in the Duma, is arousing universal indignation.

The men have telegraphed asking for a full investigation. The commander of the troops has asked for reinforcements and the declaration of martial law.

ANOTHER BY-ELECTION.

LONDON, April 20th.

The bye-election at East Nottingham, caused by the retirement of Captain J. A. Morrison, Conservative, who was returned at the General Election by a majority

of 1,470, has resulted as follows:—

Mr. Rees, Unionist 6482

Mr. Dobson, Liberal 5168

Unionist Majority 1324

AMATEUR CHAMPIONSHIPS.

LONDON, April 21st.

The amateur championships promoted by the Amateur Athletic Association took place on Saturday.

The seven miles walking competition resulted as follows:—

Bridge, Lancashire 1

Yates, Salford 2

Ross, Middlesex 3

Times, 52m. 4 3-5s.

The ten miles running competition resulted as follows:—

Scott, Salford 1

Humphrey, Herne Hill 2

Tucker, Reading 3

Time, 52m. 30s.

was fined, he was acquitted. He said also that he was publishing in Hongkong a paper called the *Philippine Republic*, in which he had published articles calling for the immediate establishment of the Philippine Republic. There could be no doubt that there was sufficient political atmosphere about his writings to make him a person obnoxious to the Philippine Government. Something was said about this involving a charge of *mala fides* against the Government. That question was very fully gone into in Orton's case, but for the purpose of the present case it was sufficient to say that the treaty authorised the enquiry which the prisoner had started, and the Court would have to its best to grapple with it, and if it thought there was an ulterior motive it would have to say so.

After reviewing the evidence put forward by the prisoner in support of this contention, his Lordship said it looked as if, on the face of it, that it was so; especially in view of the fact that the man had been allowed to remain here peacefully for six years; but there was no limiting the period of extradition, and the State had the same right that the ordinary individual had to enforce rights,

even vindictively. In this case the Philippine Government had the right to get the man to put him into prison for his offence of abduction unless the vindictiveness was political. This being so, he hesitated to say that the case came within the clause of the Treaty.

He hesitated first because the political vindictiveness was not absolutely convincing, and secondly, because there was another case which came more nearly within the words "try" or "punish." His Lordship remarked that the Court was left in the dark as to the true relations between the Philippines with the United States. Mr. Anderson's statement was not challenged, but he would point out that it had not gone far enough.

The plain meaning of what it seemed to the Court that he said was challenged by the Crown as not being the plain meaning. If that plain meaning was correct then the requisition had been made by the wrong officer. If it were not the right view, they had no evidence before them to support the contention of the Crown.

That evidence was indispensable. It was not a mere technicality, and the Court had no power to set aside the express terms of the law. The Philippines had been what they are for some years past, and a declaration could have been made adjusting the Extradition Treaty to the new circumstances; that it was necessary in view of the proximity of the islands to Hongkong was obvious, but the Court could not work in the dark in order to do what the Governments of the two countries had not yet done. The prisoner was therefore discharged.

Mr. Justice Compton said:—I agree generally with the very learned judgment just delivered, which deals so fully with every point raised in the case that I have very little to add. But I have a few remarks to make on the contention that this requisition is made in order to punish the prisoner for a political offence.

The Act contains various restrictions with regard to the surrender of fugitive criminals: the one material to the issue is:—Sec. 3 (1) A fugitive criminal shall not be surrendered if the offence in respect of which his surrender is demanded is one of a political character, or if he proves to the satisfaction of the police magistrate, or the court before whom he is brought on *habeas corpus*, or to the Secretary of State, that the requisition for his surrender has in fact been made with a view to try or punish him for an offence of a political character.

What are the facts of the present case? The Chief Justice, in the course of a lengthy judgment, said that the depositions came to the Court from the magistrate in a very imperfect and fragmentary condition; they were supplemented by affidavits on behalf of the prisoner, and counsel for the Crown seemed disposed, not unreasonably, to object to any further elucidation of the depositions. The Magistrate had a judicial duty to perform, and that was to take down the depositions as made by the witnesses, and it was necessary for the Court very strongly to impress on Magistrates, more especially as in this Colony some officers took up the duties for a comparatively short time, that it was absolutely essential that every word of evidence should be taken down. With regard to the contention raised by the prisoner's counsel that the Crown had not furnished some documents of a constitutional character which were said to be essential to a full appreciation of the difficulties of the case, his Lordship said they did not express any opinion on the subject as to whether the criticisms were justifiable or not, but they thought it advisable to point out that every facility should be afforded to the prisoner and to the Court in respect to the production of important and material documents.

The Crown had no interest one way or the other except to see that the treaty with the foreign Power and the law were carried out. On the third point, his Lordship held that the Order-in-Council was not proved to the magistrate, and this in his opinion was essential both for legal and practical reasons. Referring to the documents that had been submitted by the Philippine Government relative to the conviction of Sotto, his Lordship held that they were not authenticated according to English law.

The records started with a sealed document signed by the Governor of the Philippines and ended with a sealed certificate of the Chief Justice; but in between there were number of loose sheets which were not certified to, and consequently sheets might have been extracted and extraneous sheets might have been introduced. It was most important that every sheet should be certified.

Dealing with the contention that the extradition was wanted for political reasons, his Lordship asked: Does this crime fall within the political provisions of the Treaty? A fugitive criminal was not to be surrendered if the offence in respect of which his surrender was demanded was of a political character, or if he proved that the requisition for his surrender had in fact been made with a view to try to punish him for an offence of a political character. The offence in respect of which Sotto's surrender was demanded was abduction and he had been convicted; much therefore of the clause did not apply in the case. But the fugitive said that he had been twice prosecuted for sedition, and 24 times for libel upon the conduct of Government officials, and that except once, when he

was tried, he was acquitted. He said also that he was publishing in Hongkong a paper called the *Philippine Republic*, in which he had published articles calling for the immediate establishment of the Philippine Republic. There could be no doubt that there was sufficient political atmosphere about his writings to make him a person obnoxious to the Philippine Government. Something was said about this involving a charge of *mala fides* against the Government. That question was very fully gone into in Orton's case, but for the purpose of the present case it was sufficient to say that the treaty authorised the enquiry which the prisoner had started, and the Court would have to its best to grapple with it, and if it thought there was an ulterior motive it would have to say so.

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THE "TITANIC" DISASTER.

EVIDENCE BEFORE THE SENATE COMMITTEE.

LISTS OF PROMINENT PEOPLE DROWNED AND RESCUED.

MR. ISMAY AND "TITANIC'S" OFFICERS WARNED NOT TO LEAVE AMERICA.

[THROUGH REUTER'S AGENCY.]

STATEMENT BY MR. ISMAY.

Mr. Ismay has cabled that the *Titanic* collided with a low-lying iceberg. The weather was clear and starlight and the sea calm. She struck a glancing blow, apparently tearing her starboard side open about the bilge for a considerable length.

Mr. Ismay is overwhelmed at the disaster. He affirms that the Company will do everything humanly possible to alleviate the distress, and says he will welcome the most exhaustive enquiry into the disaster.

Mr. Ismay left on the last boat, one of the collapsibles.

THE DEATH ROLL.

The White Star has issued a statement that 1,335 persons perished by the sinking of the *Titanic*.

Apart from the list of prominent people already mentioned as having been drowned, the following are among the missing:

Mr. Thomas Andrews, nephew of Lord Pirrie, director of Harland and Wolff.

Mr. Bell, chief engineer of Harland and Wolff.

Mr. Van der Hoff.

Mr. Carleton Young, a prominent resident of Minneapolis.

Mr. Luther Burbank, a Californian horticulturist.

Mr. Parsons, an ex-Congressman of New York.

Mr. Marvin, who was on his honeymoon.

Mr. Christopher Head, ex-mayor of Chelsea.

Professor Ross, of Wisconsin University.

Mr. Thayer, President of the Pennsylvania Railway.

Mr. Rosbling, a steel millionaire.

Mr. Reuchlin, of the Holland-America Line.

Mr. Millet, an American artist.

Ex-Senator Warren.

Senator Carter.

Colonel May.

Dr. Minahan.

Messamyes Snyder, Figler, and Etlinger, well known in New York society.

Mrs. Carter, Pennsylvania.

LIST OF SURVIVORS.

The list of survivors includes:

Mr. Cardenas, of Rio Janeiro.

Mr. Marochal, Wash.

Mr. F. G. Harper, publisher, and wife.

Miss Swift.

Mr. Stenger.

Miss Stone.

Miss Douglas.

Those ladies are all well known New York hostesses.

Mrs. Hoyt, wife of an ex-Governor of Washington.

Mrs. Marvin.

Miss Margaret Graham, a California actress.

Miss Eustis, of New York.

Miss Gladys Cherry.

CHINESE SURVIVORS.

Six Chinese who hid beneath the seats of the *Titanic's* life-boats are among the survivors. They were not detected until the boats had been taken on board the *Carpathia*.

Two of their companions who were also in hiding were crushed to death by the weight of other passengers sitting above them.

SURVIVORS IN HOSPITAL.

Altogether 140 survivors are in hospital, but all are expected to recover.

RICH DIE; POOR SAVED.

A feature of the disaster is that many rich people were drowned, while so far as is known all the poor women and children were saved.

SEVENTY WIDOWS.

Mrs. Edgar Meyer, of New York, praises everybody on the *Titanic*. She says her husband threw her into a life-boat remanding her of their child at home. "There were about seventy of us widows aboard the *Carpathia*," added Mrs. Meyer.

LIVES LOST OWING TO MISPLACED CONFIDENCE.

Three French first-class passengers emphasise the fact that but for the blind faith of those on board in the unsinkability of the *Titanic* the loss of life would have been less, many believing that the launching of the boats was an excessive precaution and that there was no risk whatever in remaining on board. Hence they refused to go. Many of the boats thus lowered were only half-filled. When it was realised that the liner was sinking some of the passengers succeeded in lowering a collapsible boat, which was damaged in collision. Fifty people crowded into the boat, which was semi-swamped, but one by one they began to perish from cold and their bodies were thrown out. Only 15 survived to be picked up.

A WONDERFUL ESCAPE.

Colonel Gracie, of the United States Army, went down with the *Titanic*, but while being whirled around he seized hold of a piece of grating. He then saw a raft floating upwards. This he boarded and rescued others till there were 30 aboard. All were later picked up by the *Carpathia*.

The crowd on the raft were compelled to stand for hours packed back to back, being fearful to move lest the delicate balance be upset. Even when someone whispered that a steamer was approaching they dared not look round.

Colonel Gracie says he felt as if he were propelled to the surface by explosions. There were bodies all around, and the raft was soon full and water-logged, so that they were compelled to refuse others from getting aboard.

Many of these went to their death saying "Good luck; God bless you." Colonel Gracie added: "We prayed constantly throughout the night till help came."

HARROWING SCENES.

Lady Duff Gordon, who left in one of the last boats, narrates how the remaining passengers began to be seized with panic.

A few men rushed to the boat but were turned back at the point of Capt. Smith's revolver. Several were felled before order was restored.

As the boat was about to clear the vessel, a man tried to get aboard, but he was shot and his body fell into the boat and remained there.

They saw bodies in all directions; the poor souls could not live long in the icy water.

PATHETIC INCIDENTS.

The millions Mr. Widener and Mr. Harris, and the novelist Mr. Futrelle, died bravely after putting their wives in the life-boats.

Mr. Isidor Straus and his wife perished together, Mrs. Straus successfully resisting being parted from her husband.

When the boats were being lowered, Mr. Hays (who is among the lost) came and shook hands with Major Peuchen, of Toronto, an experienced yachtsman, who commanded boat No. 6. Mr. Hays predicted that the *Titanic* would float till help arrived.

Mr. Howard Case valiantly assisted Major Butt to get women into the boats.

Survivors report that Mr. W. T. Stead came to the door of his state-room and then returned to bed.

Two small French children, giving their names as Louis and Lolo, but no surnames, are parentless and have been taken charge of by Miss Hays.

Mr. Guggenheim, after his wife had left the ship, asked a steward to say to her, if she worst happened, that he had done his best to do his duty.

THE GALLANTRY OF OFFICERS AND CREW.

The survivors who were still aboard when the *Titanic* sank agree that Captain Smith was most heroic to the end.

Just before he was washed off his feet he megaphoned to the crowd, "Be British." Later he was seen helping stragglers in the water.

The other officers and members of the crew nobly seconded his example.

The reports of Capt. Smith's suicide and the suicide of other officers emanated apparently from a half-demented passenger who was one of the first to land.

Mr. George Braden says he saw Capt. Smith as the *Titanic* sank standing alone, when a wave came and knocked him down. He regained his feet, but then another wave carried him off and he disappeared.

The assistant wireless operator of the *Titanic*, Mr. Bride, testifies to the marvellous devotion of his dead chief, Mr. Phillips, who continued working in his cabin when flooded with water. A quarter of an hour after, the Captain said: "You have done your duty; save yourselves."

M. Sheveret, the Canadian sculptor, declares that there was absolutely no cowardice displayed. He said: "I take off my hat to the English seamen who went down with their ship, and also those who manned the boats, whom it was difficult to force into them."

All accounts testify to the splendid conduct of the members of the string band, which almost until the last moment played cheerful ragtime selections, finishing with "Nearer, My God, to Thee."

COURAGEOUS CONDUCT.

Passengers praise enthusiastically the calm courage of Col. Astor and Major Butt. Both helped and cheered the women. Col. Astor personally helped a young bride, who was in delicate health, into one of the last boats.

THE LAST OF MR. STEAD.

Reuter's New York correspondent reports that some of the newspapers print brief accounts of the death of Mr. Stead, whom survivors think they saw on a raft with Colonel Astor after the *Titanic* sank. Other witnesses had seen Colonel Astor with Major Butt (A.D.C. to President Taft) on the bridge as the ship took her final plunge.

It is probable, if this is correct, that both Mr. Stead and Colonel Astor found themselves in the sea and swam to an overturned raft in a final effort to escape. At any rate, two men, who were taken for Mr. Stead and Colonel Astor, finally succumbed to cold and exposure, released their hold of the raft and disappeared into the sea.

MEN SAVED FROM THE WATER.

Mrs. Churchill Candee, of Washington, who had both legs broken in getting into a life-boat, declares that most of the men saved were picked up from the water, into which they had plunged after the life-boats were launched.

THE SENATE COMMITTEE'S INVESTIGATION.

HOW MR. ISMAY ESCAPED.

Questioned by the Senate's Committee in regard to the circumstances wherein he left the *Titanic*, Mr. Bruce Ismay, Chairman and Managing Director of the White Star Co., replied, almost in a whisper: "One of the boats was being filled when the officers called out to know if there were any more women to go; there were none, and there were no passengers on deck, and as the boat was being lowered I got in."

ALLEGATIONS OF FULL SPEED DENIED.

Mr. Ismay, declared before the Committee that it was untrue that the vessel was proceeding at full speed. He and the captain had arranged to arrive at New York on the night of the 17th instant, and did not deem that it was wise to proceed at full speed on the vessel's first trip.

The *Olympic* has arrived at Plymouth. The Captain denied knowledge of any wireless message saying that all the *Titanic's* passengers were safe and that the *Titanic* was in tow.

THE MISLEADING MESSAGES.

The wireless operator of the *Carpathia*, examined by the Senate's Committee, denied sending a wireless message that the *Titanic* was being towed.

The *Olympic* has arrived at Plymouth. The Captain denied knowledge of any wireless message saying that all the *Titanic's* passengers were safe and that the *Titanic* was in tow.

LINERS TO CARRY SUFFICIENT BOATS.

A New York telegram states that Mr. Ismay has instructed all lines belonging to the International Mercantile Marine Co. to equip all their steamers with sufficient lifeboats and rafts to carry all on board.

the wreck. There was no struggling to enter the boats on the part of the men. He did not see the *Titanic* sink as he sat with his back to her, not wishing to see her go down.

Another telegram states that Mr. Ismay, questioned regarding the speed of the ship, said she was travelling at 21 knots.

SECOND OFFICER'S GRAPHIC STORY.

Reuter's correspondent at New York telegraphs that the investigation by the Committee of the Senate was prolonged but rather perfunctory. After Mr. Ismay, Mr. Rostron, the captain of the *Carpathia*, and the Marconi operator had been examined, Mr. Lightoller, the second officer, testified that he was in charge of the launching of the boats on the port side. When the first was lowered the deck was 70 feet above the water and when the last boat was launched the deck was only a few feet above water. He maintained that the boats were well filled, preference always being given to women. Questioned as to the saving of so many of the crew, he said that he specially enquired and ascertained that out of every six picked up out of the water five were either firemen or stewards. Further, some life-boats returned after the *Titanic* had sunk and rescued men from the sea. No demonstration occurred on board, not even of lamentation on the part of those left behind. He himself escaped by diving as the ship sank. He was sucked under and held on to a ventilator. A terrific gush came up the ventilator, due probably to a boiler explosion, and he was blown clear and came to the surface near a boat.

EVIDENCE OF "TITANIC'S" WIRELESS OPERATOR.

The surviving wireless operator of the *Titanic*, Mr. Bride, whose feet were badly injured, was brought out of hospital to give evidence before the Senate Committee. He testified that at five o'clock on Sunday afternoon, he intercepted a message from the liner *Californian* announcing the presence of three huge icebergs. He informed the Captain of this. The German liner *Frankfort* was the nearest vessel to the *Titanic*.

Twenty minutes after the distress signal was sent out, its operator enquired what was the matter. The *Titanic's* operator, Phillips, who was drowned, replied: "You are a fool. Keep out." The *Carpathia* was then hastening towards the *Titanic*.

Bride added that the water had reached the bridge before the vessel sank. The Captain remained till the last. He refused to put on a life-preserver, and jumped overboard.

MR. ISMAY ORDERED NOT TO LEAVE.

Despite protests from counsel for the White Star Co. the Senatorial Committee has refused to allow Mr. Ismay, the four officers and twelve of the crew to leave the country.

The inquiry has been adjourned to Washington, where Mr. Ismay and the others have been subpoenaed to appear on Monday, although Mr. Ismay is on the verge of collapse.

The question of international regulations was already being considered.

The motion was withdrawn.

The Senate at Washington has passed a resolution advising the President to

make treaties with the Maritime Powers governing the course, speed and equipment of ocean liners.

SENATOR'S VIOLENT ATTACK.

In the Senate Mr. Raynes made a violent speech in which he attacked Mr. Ismay and expressed the opinion that legal steps

should be taken against the White Star officials for the insufficiency of life-saving appliances on the *Titanic*.

On the following day Mr. McCumber protested against "trial conviction and execution on the floor of the Senate without fair and honest consideration of one connected with the *Titanic*."

The Senator evidently referred to the outburst of Senator Raynes.

LINERS TO CARRY SUFFICIENT BOATS.

A New York telegram states that Mr.

Ismay has instructed all lines belonging

to the International Mercantile Marine Co.

to equip all their steamers with sufficient

lifeboats and rafts to carry all on board.

A telegram from Hamburg states that the Hamburg-America Co. has decided to

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NOTICE.

Communications respecting Advertisements Subscriptions, Printing, Bindings, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be retained until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MRS. and MR. SOPIESS beg to inform the Public that they have CEASED all connections with THE PARIS TOILET CO., from To-day and that they will Open a New Gentlemen and Ladies' Hairdressing Saloon shortly. Hongkong, 22nd April, 1912. [590]

WANTED.

MODERN HAMMOND TYPE MACHINE, either new or best condition. Apply—

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Care of "Daily Press," Office.
Hongkong, 22nd April, 1912. [591]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

A SPECIAL GENERAL MEETING of the Members will be held on TUESDAY, the 25th APRIL, 1912, at 4 p.m. in the CHAMBER ROOM, St. George's Building, Chater Road, Hongkong, for the purpose of nominating a Member of the Chamber for appointment to the LEGISLATIVE COUNCIL.

Notice in writing of the names of Candidates and of their Proposers and Seconders to be lodged with the Secretary at least 48 hours before the time appointed for holding the General Meeting.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 20th April, 1912. [592]

G. R.

FOR SALE FOR BREAKING UP.

At H.M. DOCKYARD, Hongkong,
H.M. Torpedo Boat Destroyer,
"H.A.E.T."

Length between perpendiculars ... 194 ft. 3 ins.
Beam (external) ... 19 ft. 52 ins.
Displacement ... 295 tons.
Fitted with 2 sets of triple expansion engines and 3 water-tube boilers. Thornycroft type, (united). Can be viewed alongside Kowloon Cooling Depot during Dockyard hours between 15th and 29th May, on application to the Commodore.

Tender forms with conditions of sale, list of fittings on board together with any further information required can be obtained on application to the NAVAL STORE OFFICES; H.M. DOCKYARD, Hongkong. Tenders are to be lodged in the Commodore's Office before Noon on 5th June, 1912.

Hongkong, 23rd April, 1912. [593]

FOR SWATOW, AMOY AND FOOCHOW.

THE Osaka Shosen Kaisha's Steamship

"KAIO MARU,"

Tons, 2,100 Gross,

will depart from SOON YIP CO.'S WHARF, near the Harbour Office (Praya Central), on WEONESDAY, the 24th instant, at Noon.

The above steamer has superior accommodation for passengers, 1st class cabins amidships and are fitted with all modern conveniences. Fair Speed. Excellent Cuisine. CHEAP RATES.

1st Class 2nd Class
Single Return Single Return
For SWATOW ... \$15.00 82.50 \$ 8.00 \$12.00
"AMOY" ... 23.00 34.50 15.00 22.50
"FOOCHOW" ... 35.00 52.50 23.00 34.50

N.B.—For the convenience of passengers and shippers this steamer will in future berth alongside the above Wharf.

For further particulars, please apply to

S. HIRAI, Manager,
THE OSAKA SHOSEN KAISHA,
No. 1, Queen's Building,
Hongkong, 22nd April, 1912. [594]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"JAPAN"

Captain A. Stewart, will be despatched for the above Ports on WEDNESDAY, the 24th instant, at 1 p.m. For Freight or Passage, apply to

DAVID SASSEN & CO., LTD., Agents.
Hongkong, 22nd April, 1912. [587]

GREAT NORTHERN STEAMSHIP CO.

THE Steamship

"MINNESOTA,"

Captain T. W. GABLIK,

FOR

SEATTLE,

VIA,

NAGASAKI, INLAND SEA, KOBE & YOKOHAMA, on FRIDAY, the 3rd May, at Noon.

For freight or passage and General information, apply to

NIPPON YUSEN KAISHA,
Agents,
1st Floor, Prince's Building,
Chater Road, Hongkong.
Hongkong, 22nd April, 1912. [595]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENTS

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 22nd day of April, 1912, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND above Tsz Mui Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Register No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
Land Lot.	Suburb.	feet	feet	feet	feet				
1	1	Tsz Mui Village	70	70	80	80	5,000	12	108

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PARTICULARS OF THE LOT.

No. of Sale.	Register No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
Land Lot.	Suburb.	feet	feet	feet	feet				
1	1	Shaukiu Road	13' 6"	13' 6"	63	63	8	8	90

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Land Lot.	Suburb.	feet	feet	feet	feet				
1	1	Sh							

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No. 2, Pedder Street, Hongkong

Hongkong, 10th August, 1911.

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TAKEMICHI,
Manager,

Hongkong, 1st April, 1912. [443]

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Hongkong, 21st February, 1912. [19]

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WM. DICKSON,
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Hongkong, 12th April, 1912. [133]

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Hongkong, 29th March, 1912. [133]

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THE BANK transacts every description of
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in Current Account at the rate of 2 per cent. per
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Deposits at the following rates—

12 months 4% per annum.
6 do. 3½% do.
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C. WOLDRINGH, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 15th August, 1909. [22]

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
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Capital Yen 10,000,000
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HONGKONG OFFICE:
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Interest allowed on Current Accounts
Deposits received on terms which may be had
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K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1316]

HONGKONG SAVINGS BANK.

THE Business of the above Bank
conducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION. Rates may be obtained on application
INTEREST on deposits is allowed at 2½
per cent. per annum.

Depositors may transfer, at their option
balance \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEF
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
N. J. STABE,
Chief Manager.

Hongkong, 14th January, 1911. [121]

**INTERNATIONAL BANKING
CORPORATION.**

Depository of the U.S. Government
in the Philippines Islands and
the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICES: 36, Bishopsgate, E.C.

BRANCHES:
Bombay Kobe
Calcutta Manila
Canton Mexico
Cebu Panama
Colombia Peiping
Empire San Francisco
Hongkong Shanghai
Hull Yokohama

CAPITAL AND RESERVE ... \$6,800,000
about \$1,400,000

EVERY DESCRIPTION OF BANKING
BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual
terms.

DEPOSITS RECEIVED, fixed for one year
at 4 per cent. per annum, or for shorter
periods, at rates which may be ascer-
tained on application.

BILLS NEGOTIATED and COLLECTED
MAIL and TELEGRAPHIC REMIT-
TANCES made.

LETTERS OF CREDIT and DRAFTS
granted on all the principal cities in
the World.

THE BANK'S CIRCULAR LETTERS OF
CREDIT are available, all over the
World.

COMMERCIAL LETTERS OF CREDIT
issued.

PURCHASE and SALE of Stocks and
Shares effected.

The Officers of the Bank are bound not
to disclose the transactions of any of its customers

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 23rd March, 1912. [225]

AS SUPPLIED TO THE HOUSE OF
LEADS AND HOUSE OF COMMONS

THORNE'S

OLD VAT
NO. 4.

This vat was started by the late Robert Thorne
of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & CO., LTD.

[538]

SOUVENIRS OF

THE

DELHI DURBAR:

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consign-
ment of Beautiful Delhi Work,
Washable.

Early inspection solicited.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.

Hongkong, 17th April, 1912. [50]

**SELF CURE NO FICTION I
NO SUPERIOR NEED NOW DISPAIR.**

THE NEW FRENCH REMEDY.

THERAPION No. 1

is a remarkably short time, often a few days only,
cures diseases of either internal or external origin.

THERAPION No. 2

Cures blood poison, bad legs, ulcers, sore, painful
swelled joints, etc. when internal or external.

THERAPION No. 3

Cures chronic weakness, lost weight, internal forces,
etc. when internal or external.

Send for free sample and directions enclosed,
or consult our Agents or Dr. David Sassoone,
18, Queen's Road Central, Hongkong, Eng.

Trade Mark word "THERAPION" is on
each Govt. Stamp affixed to every genuine packet.

X THERAPION X

QURES TO STAY CURED.

Hongkong, 19th April, 1912. [587]

ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1911.

REVISED BY THE MEMBERS.

PRICE — \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912. [587]

GIVING ALL THE IMPORTANT TOWNS ON ROUTE

FROM CANTON TO WUCHOW

BY THE HONGKONG DAILY PRESS

PRINTING WORKS

Turn the Best Printing at the Reasonable Price.

INTIMATION

A MACHINE A MINUTE

The week just closed, as this issue goes to press, has been epoch making in the annals of the writing machine. A great milestone has been reached and passed in the history of the

writing machine. A machine a minute for every working hour.

Remington Typewriter

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS '10 AND '11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour.

—MORE THAN A MACHINE A MINUTE.

Such is Remington progress.

Remington Typewriter

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS '10 AND '11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour.

—MORE THAN A MACHINE A MINUTE.

Such is Remington progress.

Remington Typewriter

During the week we have booked orders for more than a machine a minute for every working hour.

VISIBLE MODELS '10 AND '11

Not many years ago Remington sales were sixty machines per month; now they are over sixty machines per hour.

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: Is not more by this route with its unrivaled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	TONS	STARTING	1912
CHINA	10,200	TUESDAY,	23rd April, at 1 P.M.
MANCHESTER	27,000	"	30th April, at 1 P.M.
N.I.E.	11,000	"	14th May, at 1 P.M.
KONGOLIA	27,000	"	21st May, at 1 P.M.
PERSE	9,000	"	11th June, at 1 P.M.
KOREA	18,000	"	18th June, at 1 P.M.
SIBERIA	18,000	"	2nd July, at 1 P.M.
CHINA	10,200	"	9th July, at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.

SEATTLE &
PORTLAND (Or.)

VIA

HANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).

FOR MANILA.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, are most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780, KING'S BUILDING, Praya Centro

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIC" ... 3,000 tons ... 1st Half May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:
27th April. S.S. "MINERIC" 11th May.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS.

(42-43-44)

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

MONDAY, 22ND APRIL, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 23RD APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. | S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28TH APRIL.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLSANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [145]

SAN FRANCISCO

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

new Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dancing and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourists' Sleepers, Dining Cars, Observation Cars, Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

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PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHHWAN, TOME'S & CO., General Managers, Hongkong, 22nd April, 1912.

PHILIPPINES S.S. CO. [13]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS | TONS | CAPTAIN | FOR | SAILING DATE.

RUBI ... 4000 S. A. Crosby ... Manila, Mangarin, Ilolo and Cebu

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, Ilolo and Cebu

On 30th Apr., 4 P.M.

On 10th May, 4 P.M.

For Freight or Passage, apply to SHHWAN, TOME'S & CO., General Managers, Hongkong, 22nd April, 1912.

PHILIPPINES S.S. CO. [13]

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc. and are lighted throughout with Electricity.

All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to GIBB, LIVINGSTON & CO., AGENTS.

ARRIVALS AT HOME.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS ...	SHANGHAI	—	JAVA	Second half of April
TJILIWONG	JAPAN	Second half of April	JAVA	Second half of April
TJILATJAP.	SHANGHAI	Second half of April	JAVA	First half of

SHIPPING

ARRIVALS.

ACHILLES, British str., 4,494, L. C. Thomson, 19th April—Shanghai 16th April, General—Butterfield & Swire.
 CARL DIEDERICHSEN, German str., 774, Ch. Jurgenson, 20th April—Haiphong 17th April, General—Johsen & Co.
 FRI, Norwegian str., 680, Wagle, 20th April—Newchwang 11th April, General—Aagaard, Thoresen & Co.
 HELENE, German str., 717, J. Jissen, 21st April—Swatow 20th April, General—Johsen & Co.
 HAITAN, British str., J. S. Roach, 21st April—Swatow 20th April, General—Douglas, Lapraik & Co.
 H. M. S. DEFENCE, British cruiser, 14,600, 19th April—England.
 KAII MARY, Japanese str., 2,084, Y. Y. Nenamoto, 20th April—Swatow 19th April, General—Order.
 LOCKHORN, German str., 1,057, W. Teubert, 20th April—Singapore 16th April, Rice and Meal—Butterfield & Swire.
 MANCHURIA, American str., 8,760, A. Dixon, 20th April—San Francisco 21st March, Mails and General—Pacific Mail S. S. Co.
 MARIE, German str., 1,169, H. S. Chlaquier, 20th April—Saiwan 16th April, Rice and Cotton—Johnson & Co.
 MINNESOTA, American str., 20,718, T. W. Garlick, 21st April—Seattle 16th March, General—Nippon Yusen Kaisha.
 ONSANG, British str., 21st April—Canton, Ponotong, German str., 595, W. Botevoh, 20th April—Saigon 16th April, Rice and Meal—Butterfield & Swire.
 SKIANG, French str., 615, E. de Catalano, 21st April—Haiphong 16th April, General—Messagers Maritimes.
 TENGSHIN, MARU, Japanese str., 3,874, T. Hori, 10th April—Singapore 11th April, General—Nippon Yusen Kaisha.
 TJIJWONG, Dutch str., 3,061, A. Oldenburger, 20th April—Japan 11th April, Java-China-Japan 11th April.
 UJINA MARU, Japanese str., 3,248, Kamatsu, 20th April—Mitsui 14th April, Coal—Mitsui Bussan Kaisha.

DEPARTURES.

April 20th.
 C. APCAR, British str., for Straits.
 CROWNIA, Russian str., for Amoy.
 EMPRESS OF INDIA, British str., for Shanghai.
 FOORBANG, British str., for Japan.
 GERMANIA, German str., for Jaluit.
 JENSEN MARU, Jap. str., for Straits.
 KOEBER, Austrian str., for Singapore.
 KYOTO MARU, Japanese str., for Singapore.
 MATHILDE, German str., for Haiphong.
 P. WALDEMAR, German str., for Australia.
 BYGJA, Norwegian str., for Japan.
 TAMON MARU, Japanese str., for Japan.
 TIKODAR, Dutch str., for Batavia.
 TRIUMPH, German str., for Canton.
 YUEN-SANG, British str., for Manila.
 ZAFIRO, American str., for Manila.
 April 21st.
 ACHILLES, British str., for Singapore.
 C. OF HULL, British str., for Shanghai.
 DAINICHI MARU, Jap. str., for Karatsu.
 DALIN MARU, Japanese str., for Swatow.
 FRI, Norwegian str., for Canton.
 FUKU MARU, Japanese str., for Japan.
 HAIMEN, British str., for Swatow.
 HINGSANG, British str., for Shanghai.
 LINAN, British str., for Shanghai.
 MADURA, British str., for Singapore.
 MATSUNG, British str., for Shanghai.
 PITSAULOK, German str., for Bangkok.
 SEKT, German str., for Bangkok.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE:
 (WITH LIBERTY TO CALL AT THE MALABAR COAST AND TO PROCEED VIA THE CAPE OF GOOD HOPE).
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
 S.S. "MONTSERRAT" ... On about 23rd April.
 For Freight and further information, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 2nd April, 1912. [53]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CYLO, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PEGASUS GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship
 "ASSAYE".

Captain G. W. Cookman, R.N.R., carrying His Majesty's Mails will be despatched from this for BOMBAY on SATURDAY, the 27th April, 1912, at NOON, taking Passengers and cargo for the above ports in connection with the Co.'s s.s. "MONGOLIA", 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marsella and London, other cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA", due in London on the 7th June, 1912.

Parcel will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For their particulars, apply to
 E. A. DEWEETT,
 Superintendent.

Hongkong, 16th April, 1912. [51]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship
 "GLENFARG".

Captain W. L. Hartnell, will be despatched for LONDON on or about the 10th May.

This Steamer has excellent accommodation for First Class Passengers.

SAOON FARE £35.

For Passage, apply to
 SIEWAN, TOMES & CO., Agents.

Hongkong, 16th April, 1912. [51]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A", midway between Hongkong and Kowloon "B", and those vessels berthed at the Kowloon Wharf "C", together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	SHIP'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL, & LONDON & ANTWERP VIA SINGAPORE, &c.	ASSAYE, ...	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 27th inst. at Noon.
LONDON, ROTTERDAM & ANTWERP	NAMUR, ...	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co. " "	On 1st May, at 10 A.M.
ROTTERDAM, LAMBURG & ANTWERP, &c.	ELSTERSHIRE, ...	Brit. str.	—	W. L. Hartnell, ...	SIEWAN, TOMES & CO.	About 10th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	O. J. D. AHLDEN, ...	Ger. str.	—	G. C. Cundy, ...	JARDINE, MATHESON & CO., LTD.	About 15th May.
HARVE, BREMEN & HAMBURG, &c.	ARCADIA, ...	Ger. str.	E. W.	Gronau, ...	HAMBURG-AMERICA, LINER	On 4th May.
MARSELLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CEED, LARIS, ...	Ger. str.	E. W.	Solmes, ...	HAMBURG-AMERICA, LINER	On 31st May.
MARSELLES, HAVRE & HAMBURG, &c.	SCANDIA, ...	Ger. str.	E. W.	Knusel, ...	HAMBURG-AMERICA, LINER	On 12th June.
MARSELLES, HAVRE & HAMBURG, &c.	ANITA MARU, ...	Jap. str.	E. W.	J. Nagao, ...	HAMBURG-AMERICA, LINER	On 7th June.
MARSELLES, HAVRE & HAMBURG, &c.	SACHEM, ...	Ger. str.	E. W.	Warner, ...	HAMBURG-AMERICA, LINER	On 24th inst. at D'Light.
MARSELLES, HAVRE & HAMBURG, &c.	SITRONIA, ...	Ger. str.	E. W.	Kotze, ...	HAMBURG-AMERICA, LINER	On 6th May.
MARSELLES, HAVRE & HAMBURG, &c.	AWA MARU, ...	Jap. str.	E. W.	E. Shimezu, ...	HAMBURG-AMERICA, LINER	On 30th May.
MARSELLES, HAVRE & HAMBURG, &c.	PANAMA MARU, ...	Jap. str.	E. W.	P. & O. S. N. Co.	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSELLES, HAVRE & HAMBURG, &c.	SHATTLE MARU, ...	Jap. str.	E. W.	P. & O. S. N. Co. " "	OSAKA SHOSEN KAISHA	On 30th inst. at 1 P.M.
MARSELLES, HAVRE & HAMBURG, &c.	CHINA, ...	Ama. str.	—	P. & O. S. N. Co. " "	OSAKA SHOSEN KAISHA	On 14th May, at 1 P.M.
MARSELLES, HAVRE & HAMBURG, &c.	BOHEMIA, ...	Ama. str.	—	P. & O. S. N. Co. " "	SANDOME, WEILER & CO.	On 1st May.
MARSELLES, HAVRE & HAMBURG, &c.	MONTROSE, ...	Brit. str.	—	P. & O. S. N. Co. " "	DODWELL & CO., LTD.	On 19th May, at 6 P.M.
MARSELLES, HAVRE & HAMBURG, &c.	EMPEROR OF JAPAN, ...	Brit. str.	—	P. & O. S. N. Co. " "	THE BANK LINE LTD.	About 23rd inst.
MARSELLES, HAVRE & HAMBURG, &c.	MONTAGUE, ...	Brit. str.	2 m.	P. & O. S. N. Co. " "	CANADIAN PACIFIC R. CO.	About 15th May.
MARSELLES, HAVRE & HAMBURG, &c.	DORMAND, ...	Brit. str.	2 m.	P. & O. S. N. Co. " "	PACIFIC MAIL S. S. CO.	On 11th May, at 6 P.M.
MARSELLES, HAVRE & HAMBURG, &c.	W. W. Davison, ...	—	W. W.	PACIFIC MAIL S. S. CO.	ON 1st June, at 6 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	TO-MARU, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	To-morrow, at 1 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	E. F. FERDINAND, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 30th inst. at 1 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	FAZILKA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	KIRANO MARU, ...	Jap. str.	V. L.	PACIFIC MAIL S. S. CO.	On 24th inst. at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	COBLENE, ...	Ger. str.	—	PACIFIC MAIL S. S. CO.	On 24th inst. at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	MINNEOLA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	To-morrow, at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	CHIYO MARU, ...	Jap. str.	—	PACIFIC MAIL S. S. CO.	On 7th June, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	CHANGSHA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	To-day, at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	ST. ALBANS, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 27th inst. at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	E. F. FERDINAND, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	About 26th inst.	
MARSELLES, HAVRE & HAMBURG, &c.	FAZILKA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 2nd May, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	KIRANO MARU, ...	Jap. str.	V. L.	PACIFIC MAIL S. S. CO.	On 25th Inst.	
MARSELLES, HAVRE & HAMBURG, &c.	COBLENE, ...	Ger. str.	—	PACIFIC MAIL S. S. CO.	About 3rd May.	
MARSELLES, HAVRE & HAMBURG, &c.	MINNEOLA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 3rd May, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	CHIYO MARU, ...	Jap. str.	—	PACIFIC MAIL S. S. CO.	On 8th May, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	TO-MARU, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 7th June, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	E. F. FERDINAND, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	Quick despatch.	
MARSELLES, HAVRE & HAMBURG, &c.	FAZILKA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 24th inst. at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	KIRANO MARU, ...	Jap. str.	V. L.	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	COBLENE, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 26th inst. at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	MINNEOLA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	About 22nd Inst.	
MARSELLES, HAVRE & HAMBURG, &c.	CHIYO MARU, ...	Jap. str.	—	PACIFIC MAIL S. S. CO.	To-morrow, at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	TO-MARU, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 24th inst.	
MARSELLES, HAVRE & HAMBURG, &c.	E. F. FERDINAND, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 24th inst.	
MARSELLES, HAVRE & HAMBURG, &c.	FAZILKA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.	
MARSELLES, HAVRE & HAMBURG, &c.	KIRANO MARU, ...	Jap. str.	V. L.	PACIFIC MAIL S. S. CO.	On 24th inst. at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	COBLENE, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	To-morrow, at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	MINNEOLA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 27th inst. at 4 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	CHIYO MARU, ...	Jap. str.	—	PACIFIC MAIL S. S. CO.	About 2nd May.	
MARSELLES, HAVRE & HAMBURG, &c.	TO-MARU, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 5th May, at D'Light.	
MARSELLES, HAVRE & HAMBURG, &c.	E. F. FERDINAND, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	About 10th May.	
MARSELLES, HAVRE & HAMBURG, &c.	FAZILKA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 1st June.	
MARSELLES, HAVRE & HAMBURG, &c.	KIRANO MARU, ...	Jap. str.	V. L.	PACIFIC MAIL S. S. CO.	Quick despatch.	
MARSELLES, HAVRE & HAMBURG, &c.	COBLENE, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	To-day, at 2 P.M.	
MARSELLES, HAVRE & HAMBURG, &c.	MINNEOLA, ...	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 24	

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BOBNEO Capt. W. H. S. Hall	About 22nd April. Freight and Passage.
SHANGHAI	ORIENTAL Capt. Valentine	5 P.M. Freight and Passage, 24th April.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cockman, E.N.C.	Noon, 27th April. See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PE	NAMUR Capt. F. E. Audrows, E.N.C.	10 A.M. Freight and Passage, 1st May.
NANG, COLOMBO, PORT SAID and MARSEILLES	10 A.M. Freight and Passage, 1st May.	Speed 21 KNOTS, Displacement 21,000 TONS.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22d April, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

STEAMERS	TO SAIL
MANILA, ZAMBOANGA, THUDES, DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, MANILA, CEBU and ILIOILO	CHANGSHA..... On 22nd April, 4 P.M.
MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA," "CHENAN," "CHINHUA" and "LINAN"	KAIFONG..... On 23rd April, 4 P.M.
SHANGHAI & TIENSIN	CHINHUA..... On 25th April, 4 P.M.
WEIHAIWEI & TIENSIN	HUICHOW..... On 26th April, 4 P.M.
TSINGTAU, CHENG & NEWCHANG	KIUKIANG..... On 26th April, 4 P.M.
SHANGHAI	ANHUA..... On 27th April, Mid-night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LIUTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried throughout and Electric Fans in the State-rooms and Dining Saloon. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING," SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUA," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, Electric Light throughout every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

TELEPHONE 36 REDUCED FARES:- SINGLE \$45..... RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS. Hongkong, 20th April, 1912.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

**SWATOW, AMOY AND FOOCHOW
AND RETURN.**

(Occupying 9 to 10 Days).

LEAVING

STEAMSHIP	CAPTAIN	LEAVING
"HAI-TAN" ...	Capt. J. S. Roach	TUESDAY, 23rd April, at 11 A.M.
"HAI-YANG" ...	Capt. J. W. Evans	FRIDAY, 26th April, at 11 A.M.
"HAI-CHING" ...	Capt. W. C. Passmore	TUESDAY, 30th April, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

LEAVING

STEAMSHIP	CAPTAIN	LEAVING
"HAI-MUN" ...	Capt. A. H. Stewart	WEDNESDAY, 24th April, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, LAPBAIK & CO., GENERAL MANAGERS.

Hongkong, 20th April, 1912.

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 24th April, 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA ...	"SEATTLE MARU"	6,182	TUESDAY, 14th MAY, at 1 P.M.
"CHICAGO MARU"		6,182	THURSDAY, 13th JUNE, at 1 P.M.
"TACOMA MARU"		6,178	THURSDAY, 11th JULY, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG-HAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA ...	"PANAMA MARU"	6,059	TUESDAY, 30th APRIL, at 1 P.M.
"MEXICO MARU"		6,064	TUESDAY, 26th MAY, at 1 P.M.
"CANADA MARU"		6,064	TUESDAY, 25th JUNE, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:-

From Manila ... G. \$130.00

From Hongkong, Shanghai and Keelung ... G. \$110.00

From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
FOOCHOW via SWATOW and AMOY	"KAJO MARU"	WED'DAY, 24th April, at Noon
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 28th April, at Noon
ANPING via SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 1st May, at 10 A.M.

Steamers etc. available at the Office.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due	Due
Assaye	HONGKONG	(Brindisi 2 days earlier)	MARSEILLES (Brindisi)	PLYMOUTH
Oridental	May 11	Malwa	June 8	June 14
Devanha	May 25	China	June 22	June 28
Delta	June 8	Macedonia	July 5	July 12
Arcadia	June 22	Morea	July 20	July 26

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1ST SALOON £71.10 SINGLE £106.14 RETURN.

2ND SALOON £48.80 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	DUE
Namur	Hongkong	LONDON
Palawan	May 15	June 29
Borneo	May 29	July 13
Syria	July 12	July 27
Nore	July 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1ST SALOON £65.00 SINGLE £82.10 RETURN.

2ND SALOON £38.10 £57.40

For further Particulars, apply to

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

HITACHI MARU Capt. T. Yamawaki 7,000 WED'DAY, 8th May, at Daylight.

VICTORIA, B

